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No. 15,837.

號三十月六年三十一百九千一英

HONGKONG, FRIDAY, JUNE 13, 1913.

中華民國二年六月十三日

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Hongkong, January 3, 1912.

ON THE BARRICADE.

STORY OF THE DEATH OF AN ARCHBISHOP.

The commonly accepted story of the death of Mr. Alfred, Archbishop of Paris in the revolution of 1848, is that in attempting to stop the fighting at the barricades, he was shot by the Revolutionists, the side with which he sympathized. It should be added, by way of parenthesis, that his history is often confused with that of another Archbishop of Paris, Mr. Darboy, who was seized as a hostage by the Communists of 1871, and shot in cold blood in a prison.

Fresh light has been thrown on the fate of the former prelate, Mr. Alfred, by an article in the "Nouvelles Revue," from the pen of "an old Republican," Charles Beslay. This man, a manufacturer, of Popincourt, was the first to introduce the system of co-partnership; he represented the working-classes in the Chamber, was a governor of the Bank of France during the Commune, and died in exile at Neuchâtel in 1871.

In the revolution of 1848 he joined the party of law and order, and was entrusted by General Cavaignac with the suppression of the revolution in the Faubourg St. Antoine. On June 22, about eight o'clock in the evening, a young man called Jules Brochechin came to him with the news that the Archbishop had secured permission to visit the insurgents, and persuade them to submit. Beslay replied that in ten minutes time he would go and speak with the Archbishop, who was waiting for him at the arsenal.

At that moment two men with a flag of truce showed themselves on the insurgent side, and Beslay ordered his troops to cease firing. The Archbishop, believing that this order was the result of Brochechin's mission, left the arsenal and proceeded to the scene of hostilities without waiting for Beslay. At this time the street was full of people, who interfered with the interview between Beslay and the insurgent envoys, so the commander told an officer to remove the onlookers.

The movement was mistaken by the insurgent side, and Beslay ordered his troops to begin firing again, and one of their envoys was severely wounded. In an instant the street was empty, Beslay hurried towards the only house from which his men were replying to the fire of the insurgents, a public house named the Four Sergeants of Rochelle, and climbed the stairs to the fourth story. He was too late. A shot fired from the balcony had just hit Mr. Alfred as he was taking his stand on the barricade. The evidence of Beslay agrees with that of Brochechin; the effect that the Archbishop, while facing the insurgents, was wounded in the back, by a ball that passed downwards through his body.

It comes to this, then—that the prelate was the victim of a fatal mistake, and was struck down not by the insurgents but by the Royalists.

BUSINESS NOTICES.

A DAIRY IN A CUPBOARD.

to be complete, should comprise

A FEW TINS OF EACH OF

ITEM I.—MILKMAID CONDENSED MILK

For all Culinary and General Purposes.

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For Tea, Coffee, Cocoa, Ices and Stewed Fruits.

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For all purposes for which FRESH Milk is used.

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and be independent of the Milkman?

All Milkmaid Products are guaranteed to contain ALL the Cream.

BIJOU

NOTICE

THE BIJOU THEATRE WILL BE
CLOSED TEMPORARILY
FOR THE PURPOSE OF UNDERGOING A THOROUGH
RENOVATION

All the latest appliances will be fitted and the premises are being made up-to-date.

The BIJOU will be re-opened shortly under

NEW MANAGEMENT

R. F. BARRATT, Manager

Hongkong, June 4, 1913.

G. R.
ON HIS MAJESTY'S SERVICE.

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CARPENTERS.
PAINTERS.
PLUMBERS.
PAINTERS AND SCULPTORS.
SHOEMAKERS OR LEATHERWORKERS

to H. M. Naval Yard.
Forms of Tender can be obtained at the CHIEF ENGINEER'S OFFICE, H. M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than noon SATURDAY, 21st JUNE, 1913.

E. R. BATE, M.I.N.A.,
Chief Engineer.

Hongkong, June 9, 1913.

CREAM ALPACCA LUSTRES.

SUITABLE for making LADIES' and GENTLEMEN'S DRESSES and COATS. 30 inches wide. Price \$10.00 per piece of 30 yds. Cash only.

Apply ALEX. ROSS & CO., next door to Hongkong and Shanghai Bank.

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Hongkong, June 5, 1913.

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FURNITURE, Draperies, Groceries

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Crockery Ware.

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Foreign Goods for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

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CANTON and

No. 237, 238, Des Voeux Road

and No. 120, Cornhill Road Central.

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Hongkong.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of China Mail office or direct to St. Hollywood Road, 1st floor.

Hongkong, May 17, 1912.

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An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of

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BUSINESS NOTICES.

THE EASTERN BAZAAR (W. ASSOMULL & Co.)

Late of D'Agular Street. HAVE REMOVED to Commodious premises at No. 35, QUEEN'S ROAD CENTRAL.

In addition to SILKS, DRAPERIES and a large variety of other Goods, an entirely new line has been opened up in JEWELLERY.

INSPECTION RESPECTFULLY SOLICITED.
Hongkong, June 12, 1913.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE.

THE QUEEN'S ROAD CENTRAL CO.

AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS:

PERFECT FIT GUARANTEED.

THE ONE PRICE STORE.

High Standard of Quality.

Cheapest Store in the East.

Queen's Road Central: The Old Supreme Court Telephone 1450
Hongkong, June 10, 1913.

WING FAT CHEONG,

TAILORING AND OUTFITTINGS.

Just Unpacked for Summer Wear.

WASHABLE SHOWER PROOF SUITINGS.

LIGHT WEIGHT WORSTED TROPICAL SUITS.

MADE TO ORDER WITHIN SHORTEST TIME.

NEW PANAMA HATS AND KEWEAR.

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ART PHOTOGRAPHER

108 HOUSE STREET,

BRANCH OPPOSITE CITY HALL.

Fashionable Xmas and New Year Cards.

LATEST SELECT VIEWS OF HONGKONG AND CANTON.

OUR BREAD

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CAKES & PASTRY

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TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

Hongkong, April 7, 1913.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

198 J. H. TAGGART, Manager.

PEAK HOTEL.

ADIRABLY SITUATED AT VICTORIA GAP.

Approaching the Tamay Terminus, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds in Winter.

Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms:—From \$5 per day. Meas. Telephone Add: "Peak Hotel".
Town Office. 4, Des Voeux Road.

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NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

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An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT.

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In Casks of 375 lbs. net.

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GENERAL MANAGERS.

VICTORIA

PRICKLY HEAT LOTION.

The Standard of Excellence.

The claims made for merit in other preparations find their realization along the superior merit of our

PRICKLY HEAT LOTION.

50 cents and \$1.00 per bottle.

VICTORIA DISPENSARY.

A CHOICE SELECTION

FRY'S KING GEORGE V.

AND QUEEN MARY

CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY

FRESH HOME-MADE CHOCOLATES.

Weismann, Limited.

Hongkong, July 20, 1911.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong Dec. 17, 1901.

Bullock, Lade & Co's

Gold Label and White Label

SCOTCH WHISKIES

FAMOUS AT HOME AND IN THE

COLONIES FOR

Flavour,

Purity,

Mellowness,

Cheapness.

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PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONVEYANCE),
on
SATURDAY,
the 14th June, 1913, at 2.30 P.M., at
No. 55, HOLLYWOOD ROAD,
THE
VALUABLE HOUSEHOLD FURNITURE,
etc., etc., etc.,
Therein Contained,
As follows:—
Upholstered Chairs and Sofas, Brussels Carpets, Curtains, Pictures, etc., Teak-wood Dining Room Furniture, Cutlery and Glass Ware, Teak Wardrobes, Bureaux, Washstands, American Oak Bedsteads, Bedsteads, etc., a quantity of Cherry-wood and Blackwood Furniture, etc., etc., etc.
Also
Cotting Fans and Fittings, Small Iron Safe and large Ice Chest.
(Full Particulars from Catalogue).
On view day before sale.
Terms:—As usual.
HUGHES & HOUGH
Auctioneers.
Hongkong, June 6, 1913. 717

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction
on
WEDNESDAY,
the 18th June, 1913, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of, Ice House Street, —
A LARGE QUANTITY OF
VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,
etc., etc., etc.,
Comprising as follows:—
TEAKWOOD—Dining and Drawing Room Suites, Upholstered Chairs and Sofas, Carpets and Rugs, Bed Room Suite, Bureaux, Wardrobes, etc., Dining Room Furniture, Marble-top Sideboards, Dinner Waggon, etc., etc., 2 Dinner and 1 Dessert Services, Crockery, Electro-plated and Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, etc., etc., etc.,
BLACKWOOD—1 Fine Old Cabinet Inlaid Mother-of-pearl, Couches, Arm-chairs, Flower Stands, Cabinets, Jardiniere Hall and Tea Tables, Tapestries, Brackets and Photo Frames, Desk, etc., Old Chinese Chairs, etc., and a few pieces of Old Chinese Ironware;
Also
Electric Fans and Lamps, 1 Sewing Machine, 1 Remington Typewriter, Marble Clocks, large American Iron Safe, Ice Chest, etc., Mosquito and Window Curtains and One Piano.
Catalogues will be issued.
Terms:—As usual.
HUGHES & HOUGH
Auctioneers.
Hongkong, June 11, 1913. 735

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction
(FOR ACCOUNT OF THE CONVEYANCE),
on
FRIDAY,
the 20th June, commencing at 2.30 P.M., at No. 9, Ice House Road, (next to Masonic Hall), —
THE WHOLE OF THE
VALUABLE HOUSEHOLD FURNITURE,
etc., etc., etc.,
THEREIN CONTAINED,
Comprising:—
New Teakwood: Wardrobes, Bureaux, Washstands, Sideboard and Dinner-Waggon, etc., etc., Brass-mounted Bedsteads (Hair Mattresses), Upholstered Chairs and Sofas, Pictures, Curtains, Table and Bed Linen, etc., etc., etc.,
Also
One Piano by Reiche, Hamburg, in very good condition, Plants in Pots, and Carry-ing Chair.
On view day of sale.
Catalogues will be issued.
Terms:—As usual.
HUGHES & HOUGH
Auctioneers.
Hongkong, June 11, 1913. 764

JUST BECAUSE SHE IS A WOMAN
there are times when nearly every woman needs the help which is given by a blood-building, strength-renewing tonic. Dr. Williams' Pink Pills have proved a blessing at these times, because they renew strength, enrich the blood, and restore tone to the aching, run-down nerves.
"From maidenhood I was afflicted more or less with Anemia, and the climax came some years ago when my health suffered a complete breakdown, says Señora F. Palacio-Reyes, of Bautista, Pangasinan, whose husband, Señor C. Reyes, is one of the largest Drug Store proprietors in the Philippine Islands.
"Then I fell into a most emaciated condition. My nerves became so shattered that the slightest excitement brought on violent trembling and palpitations; neurotic headaches tortured me day and night;
I could not eat, and insomnia robbed me of the sleep I sorely needed.
"Although I took much medicine my 'decline' continued to be rapid, for soon I began to expectorate blood, heavy night sweats further enfeebled me, and chest weakness combined with other alarming symptoms indicated that I was in dire peril of Consumption.
"This was my condition when at my husband's request I commenced a course of Dr. Williams' Pink Pills. After a while it became evident that my strength was returning. Meal times began again to have some interest for me; nausea, pain and vomiting after food ceased. Daily as I continued with these Pills their marvellous health-restoring power became more and more evident. I am now thoroughly restored to health and my husband is so satisfied that Dr. Williams' Pink Pills alone are responsible for my cure that he is recommending them at every opportunity."
Sold by Dealers, e.g., by Dr. Williams' Medicine Co. 84 Seeshoo Road, Shanghai, one bottle for \$1.50, six for \$8 post free. Remember, the Pills that cured this lady were Dr. Williams' Pink Pills.

JAPANESE MAKERS.
EVERY KIND OF
Footwear
MADE TO ORDER
CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, May 6, 1913.

SINGON & CO.
ESTABLISHED A.D. 1880.
IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, HING LOONG STREET, (Chai Street, west of Central Market) Telephone No. 615.
Hongkong September 4, 1902.

THE 'CHINA MAIL'
Can be obtained at the following places in Hongkong:—
The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kowloon Hotel.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pak Kee (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Chong (D'Almeida Street).
Ratonsie & Son (Kowloon).
Hang Chong (Kowloon).
etc., etc., etc.

KOWLOON-KANTON RAILWAY.
Progress During Last Year.
An interesting report upon the working of the Kowloon-Kanton Railway (British Section) during 1912, signed by Mr. H. P. Wipacoe, manager, was presented to the Legislative Council at yesterday's meeting. From it we take the following extracts:—
construction.
At the end of 1912 little construction work remained to be done with the exception of building the terminal station at Kowloon. The site for this has been under discussion during the year and it was finally decided to purchase Kowloon marine lots 3, 9, 74 and 75. It was also necessary to acquire a portion of the land in the occupation of Messrs. Holt and Co. to gain access to the proposed new station and this has been arranged by exchange of an equal portion from railway property. Mr. A. B. Hubbard, F.R.I.B.A., government architect for the Federated Malay States, was, by the courtesy of the Chief Commissioner, appointed architect and submitted plans before the end of the year which were approved. Work was commenced by raising the piers wall at Kowloon Point to such a level as to ensure the safety of the yard against flooding during typhoons. The demolition of the warehouses and other buildings on the site was completed; the head offices of the railway being transferred to a temporary building which on the completion of the new station will be converted into quarters for the staff. A considerable amount of preliminary work has also been done in the laying out of temporary sidings, the collection of building materials and the transportation of these to the site.
The branch line from Fanning to Sha Tau Kok was completed and opened to traffic on April 1st. Two sidings were laid, one at 11 and one at 4 miles, and a passing loop at Wo Hong Station. Station shelters have also been erected at each of the four stations. This line is not ballasted with stone and considerable attention had to be given to it during the wet weather, but it is now in good running order.

MALINTENANCE.
There have been no slips to either Cuttings or Blanks during the year. The piling to Bridge No. 10 (three spans of 40 feet, 40 feet high) was badly blown round the south abutment and the necessary repairs have been carried out.
The main line is now in a high state of efficiency. The road bed has become thoroughly consolidated and safe for the fastest speeds required. It was found necessary to lengthen the sidings at Kowloon and Fanning stations and to provide a fourth road of 1,200 feet at Hung Hom station, for shunting operations.
"The signalling system has been improved by the adoption of a key box at each station, which holds the keys for locking the facing points, and only allows the proper combination of keys to be withdrawn at one time, all other keys remaining locked in, until the first are returned. An advance order signal has been erected at Hung Hom over the big cutting. The work for the above was executed in the railway workshops.
The two additional locomotives ordered from Home in 1911 and expected early in the year only arrived in the Colony on June 14th. The erection of the first was begun on June 22nd and she left the shops on Monday, July 8th, for her first steam trial, and was handed over to the Traffic Department on July 10th. The second made her first trial run on July 29th and was available for traffic on August 2nd.
The erection of eight new carriages was commenced on the 10th of March. The first was completed on May 27th and the last on August 20th. All the first and second class coaches have been fitted with electric fans.
For the Fanning branch six two-foot gauge wagons with a capacity of 62 cubic feet were built and the six passenger coaches were also fitted with new underframes with dust proof axle boxes.
The following are the most important works carried out in the workshops during the year:—One second class carriage converted into first and second buffet coupe; one third class converted into kitchen brake; one third class into second class; two 80-ton covered goods converted into emergency thirds to carry 100 passengers each; No. 6 Hudswell Clarke saddle tank locomotive has been thoroughly overhauled and fitted with axle boxes and a new fire box; No. 1 Kileon loco. was supplied with a new set of coupled wheel axle boxes, the castings being obtained locally and machined in the shops.
As already stated two locomotives were expected early in the year but did not actually arrive until the end of June. Some anxiety was occasioned when it became necessary to inaugurate an increased train service and although only two locomotives were available, I am glad to say that this was effected and the service efficiently maintained, which reflects great credit on the locomotive staff.
CAPITAL ACCOUNTS.
The expenditure to December 31st, 1912, on the construction of the railway was for the main line \$11,064,515.13 and for Fanning branch line \$90,997.04 making a total of \$11,221,502.77.
(Continued on page 4)

GEO. P. LAMMERT
AUCTIONEER.
SHARE & GENERAL BROKER.
PUBLIC AUCTION
A COLLECTION OF CHINA AND JEWELLERY.
LATELY ARRIVED FROM THE NORTH
THE Undersigned has received instructions to sell by Public Auction
on
SATURDAY,
the 14th June, 1913, commencing at 2.30 P.M., at his Sales Rooms, DUNDAS STREET,
A COLLECTION OF CHINA IN 5-COLOUR, BLUE & WHITE, etc., comprising:—
5-Colour Vases, Figures, Plates, Blue and White Vases, Plates, Incense Burners and Plaques, Crystal and Agate Ornaments, Snuff Bottles, etc. from the T'ow-kwang to Sung dynasties.
"An inspection is invited."
On View from Friday, the 13th June. Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, June 9, 1913. 730

HOTELS
THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.
ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.
PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT COUSINE.
For Particulars apply to
THE MANAGER.
Tel. No. K129. Tel. Address "TERMOUL."
Hongkong, Feb. 3, 1913. 296

KINGSCLERE HOTEL,
HONGKONG.
UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.
Telephones in Bedrooms and Sitting-rooms throughout.
Telephone No. 1123.
Cable Address: "Seachola."
A.B.C. Code 5th Ed.
Hongkong, September 1, 1905. 120

WYNDHAM HOTEL,
WYNDHAM (FLOWER) STREET,
Opposite Clock Tower.
LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.
Families, Residents and Tourists made thoroughly comfortable.
Terms Moderate.
Runs on First-Class Lines.
Under the Personal Supervision of the Proprietress.
M. S. HOY.

BRASSIDE PRIVATE HOTEL,
STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.
Telephone No. 690.
Apply to: Mrs F. W. WATTS.
"Brasside," 20, Macdonnell Road.
Hongkong, September 2, 1909. 13

THE 'CHINA MAIL' Washing Books.
Price 30 cents.
THE ALEXANDRA CAFE Catering for Parties, Banquets, etc. For Bread, Cakes, Confectionery, Meals with Wine & Liquors.

A Stimulant as Satisfactory as Alcohol.
O.T.
O.T. is the long-wanted happy medium between a "hard" and a "soft" drink. It compares with spirituous liquors in its stimulating qualities, its satisfying body and its piquant bite—but it is free from alcohol, and is without intoxicating or other undesirable effects. O.T. is a beneficial drink for ladies when needing a stimulant owing to its warming and comforting properties. No home should be without a bottle.
A Liqueur—Stomachic—Pick-me-up.
Made from natural fruits and herbs O.T. is a pure and healthful beverage, and only favourable effects follow its use. After over-indulgence there's no better "pick-me-up." As a tonic when you feel "out-of-sorts" there's nothing better to make you fit and well again.
O.T. is a true digestive, and therefore good as a mealtime drink, as an after-dinner liqueur and as a remedy for indigestion, flatulence and "full feeling" after meals.
As a stomachic it has wonderful virtues for colic, dysentery, and other stomach troubles. No drink is more suitable than O.T. for both abstemious and non-abstemious; none is more healthful for young and old.
O.T. wins favour with all who try it. Its distinctive character, its refreshing and exhilarating qualities, its satisfying body and "bite" appeal to you; its taste grows on you, and you soon realise that each glass adds to your liking and appreciation.
O.T. Mixes Deliciously with
Lemonade, Soda, Mineral Waters, etc. (Hot or Cold) Whisky, Gin, Brandy, Wines—
Gives full body, fine flavour, stimulating, refreshing—lessens filling and favours effects of mixed drinks.
Ale, Beer, Stout—gives fine tip, takes off heaviness and filling effect.
The More you Drink O.T. the Better you Like it!
SOLE AGENTS FOR HONGKONG & SOUTH CHINA, **GARNER, QUELCH & Co.**
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WEEKLY NEWS FOR HOME
The Overland China Mail
FULL REPORTS.
LATEST INTELLIGENCE.
Order before you leave, so that you may receive it while at home.
Price \$14 per annum, including postage. THE CHINA MAIL, Ltd., Wyndham Street.

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Mr. M. Baring	Mrs. A. N. E. Judah	Mr. & Mrs. W. Arm. Mr. and Mrs. E. S. strong	Mr. & Mrs. W. Arm. Mr. and Mrs. E. S. strong	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Miss L. Baring	Mr. E. S. Kappel	Mr. & Mrs. T. Arthur Capt. & Mrs. McKinn	Mr. & Mrs. T. Arthur Capt. & Mrs. McKinn	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. E. S. Kappel	Mr. E. F. Annett	children and nurse	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mrs. A. M. Barretto	Mr. A. K. Krumm	Mr. W. M. O. Bar.	R.A.M.O.	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G. T. Lloyd	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. & Mrs. C. D. J. Mr. & Mrs. Mitchell	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May	Mr. J. M. Aaron	Mr. & Mrs. May
Mr. A. M. Barretto	Mr. G								

A black and white illustration of a woman in a long, light-colored dress playing a violin. She is looking towards the viewer. In the background, a man is seated at a table, looking towards the woman. The scene is set indoors, possibly in a parlor or a small stage. The style is reminiscent of early 20th-century magazine illustrations.

Salmon.—My Yau Fu	37	馬友魚	
Shark.—Sa Yu	"	9	鯊魚
Skate.—Po Yu	"	8	鰻魚
Shrimps.—Ha	"	29	蝦子
Snapper.—Lap Yn	"	26	石斑
Soles.—Tai Sa Yu	"	22	沙丁魚
Tench.—Wan Yu	"	18	塘虱
Turbot.—Cho Hov Yu	"	20	大鱈
Turtles, small, fresh water.—Kork Yu	"	56	小海龜
White Bait.—Ngau Yu Chal... ..	"	—	白蟻
Fruits.			
Almonds.—Hung Yan	lb	30	杏仁
Apples (California)—Kam San Ping Khe	"	24	金平蘋果
(Chefoo)—Tin Chun Ping Khe	"	—	天珍蘋果
Banana.—Hot Tung	"	—	熱洞香蕉
Outard.—Fan Lai Chi	cach	—	番梨
Bananas, fragrant, Canton.—Sic Shing Heung Chiu	"	3	山香香蕉
Bananas, (bridge), Macao.—San Heung Chio	"	4	山橋香蕉
Chestnuts, Chinese.—Fong Lok	"	—	板栗
Carambola.—Young Tue	"	—	楊桃
Cocoanuts.—Yeh Tao	cach	10	椰子
Lemons, China.—Ning Moong	lba.	—	金山檸檬
America.—Kum San Ning Moon	"	8	嘉祿
Lichees Dried.—Lai Chi, small Stone	b	30	荔枝干
Fresh	"	12	西日荔枝
Limes, (Sageen)—Sai Kung Ning Moong nich	"	15	蔓刺子
Mango, Manila.—Lui Sung Moong	"	15	山竹
Mangosteens.—San Chuk Tso	cach	30	山竹
Oranges, (Canton)—San-shing Tim Ching lb	"	18	合興香橙
Oranges Sweet	"	—	金山甜橙
Pears, (American)—Kam San Shoot Te	"	15	沙梨
(Canton), Cooking.—Sa Lay	"	10	花生油
Peanuts.—Fa Sang	"	10	花生油
Pernicious Large.—Hung Chio	"	—	本地酸棗
Fine-apples, Lat-quality.—Poon Ti Paw Law each	"	12	本坡酸棗
2nd ... —Chung-tang Paw Law	"	10	中等酸棗
Plantain.—Tai Cheu	lb	3	大蕉
Puna.—Swator, Hung Lai	"	8	紅薯
Pumpo, Siam.—Chim Lo Yan	cach	25	暹羅粉
Shanghai.—Lo Kwat	"	—	上海粉
Walnuts.—Hop Tau	"	13	合興核桃
Green.—Sang Hop Tau	"	—	合興綠
Water Melon.—Kom San Sai Kwa each	"	—	金山西瓜
(China) Sai Kwa	"	—	西風
Grapes.—Sang Po Tai Tse	lb	—	生咭子
Vegetables &c.			
Ardchokes, Shanghai.—Sheung-hoi Ah Chik Chan	lb	—	澳門竹筍
Beans, (French), Macao.—Oh Moon Pin Tai	"	10	上湯豆
(French), Shanghai.—Sheung Hai Pin Tai	"	6	芽菜
Sprout.—Ah Cho	"	8	豇角菜
Long.—Tau Ko	"	10	豇角菜
Beet-Root.—Hung Choi Tan	cach	6	莧菜
Brinjals, Green.—Ging Yuar	"	5	茄元
Red.—Hung Kue	"	8	紅芥菜
Cabbage, Chinese, com.—Kai Choy	"	10	紅椰菜
Cabbage, Red.—Hong Yea Choy	"	12	椰菜
Cabbage, Shanghai.—Yeh Choh	"	—	椰菜
Cans Shoots, bunch.—Kan Shun	lb	—	大仔菜花
Cardifower, Large size.—Tai Yeh Cho Fa each	"	—	中仔菜花
Medium size.—Chemg Yeh Cho Fa	"	—	細仔菜花
Small size.—Sai Yea Choi Fa	"	—	碎片菜花
Carrots.—Kam Shun	lb	6	碎片菜花
Celery, Chinese.—Tong Kai Chol	"	8	碎片菜花
Ere chie.—Yeung	"	—	碎片菜花
Chillies Dried.—Gon Lat Chiu	"	25	紅辣椒
Rod.—Hung Far	"	15	青辣椒
Green.—Ching La' Chiu	"	10	青辣椒
Curry Stuff, English.—Kar Lee Chr Lta	"	10	商瓜
Cucumbers.—Ching Kwa	"	6	瓜
Bitter Squash.—Fu Kwa	"	8	苦瓜
Garlic.—Que Tan	"	8	蒜子
Ginger, young.—Sun Tso Keung	"	6	老根
old.—Lo Khai	"	8	力根
Horse Radish, Shen.—Lik Kvu	"	18	兒生
Indian Corn.—Suk Mai	cach	6	周林
Lettuce.—Yeung Rang Chor	"	1	馬蹄
Water Chestnuts.—Ma Tai	lb	6	生草
Mandarin.—Kwai Lum Ma Tai	"	8	肉山
Mushrooms, Fresh.—Sang Cho Koo	"	—	菇
Musk Melon, Amer.—Kam-san Hong Kw each	"	12	洋瓜
Okroon	"	6	上海菜
Onions, Bombay.—Yeung Chong Tau	"	6	大荳
Green.—Sang Chong	"	—	高荳
Shanghai.—Shang-hoi Chong Tso	"	—	片菜
Papaw, lat quai.—Tai Man Sun Kus each	"	8	青荳
2nd Chan	"	—	上海荳
Parsley.—Kun Cho	"	6	日本荳
Green Peas.—Ching Tau	"	—	花荳
Potato, Sweet.—Fan Shid	"	3	日本荳
Shanghai.—Shang-hoi Shu Tse	"	—	日本荳
Japan.—Yut Fong Shu Tse	"	—	日本荳
Ainraeu.—Pa Ki	"	6	日本荳
Potchow.—Pook-chow Shu Tse	"	3	日本荳
Pumpkin.—Tong, Kwa	"	3	紅頭
Radish.—Huan, Lo Fak Tsai	"	6	紅頭
Kuharsh (Fresh).—Tai Won	"	12	大龜
Sage.—Toe So	"	4	乾菜
Shallots.—Gon Chyn Tso	"	8	乾菜
Squinch.—Yin Chu	"	4	乾菜
Tomatoes.—Fan Ter	"	4	茄子
Taro.—Wu Tso	"	6	芋頭
Turnips, Punt, (Long).—Lo Pak English.—Yeung Lo Pak	"	—	荷蘭瓜
Vegetable Marrow.—Chit Kwa	"	3	金瓜
(Ain).—Kam-san Chik Yu	"	—	瓜
Water Cress.—Sai Yeung Chu	"	15	西洋菜
Lily root.—Lin Ngan	"	6	蓮子
Yams.—Tai Shup	"	—	大薯
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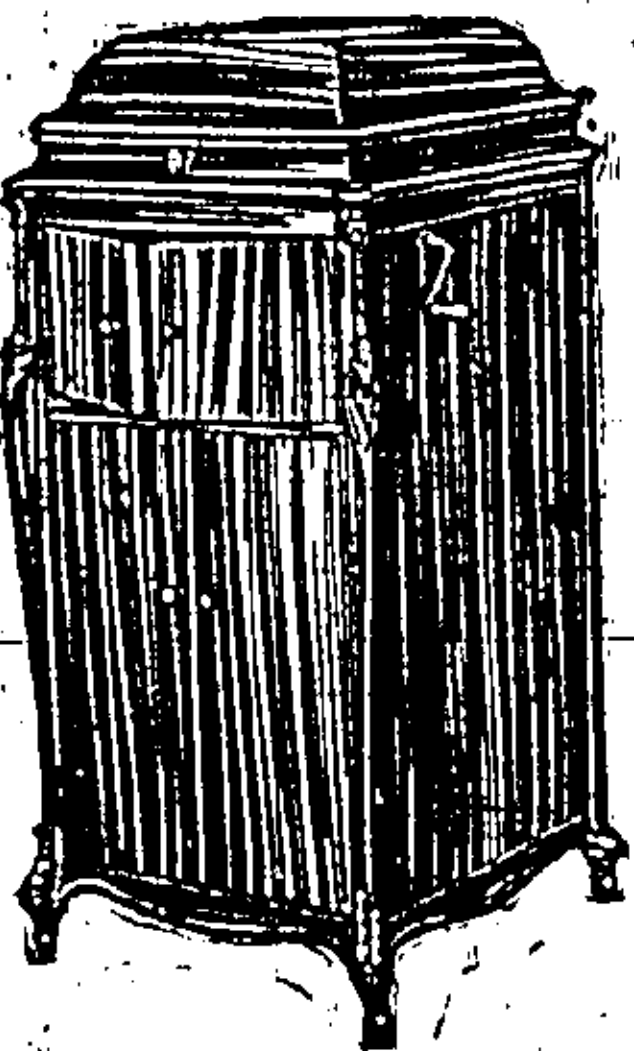
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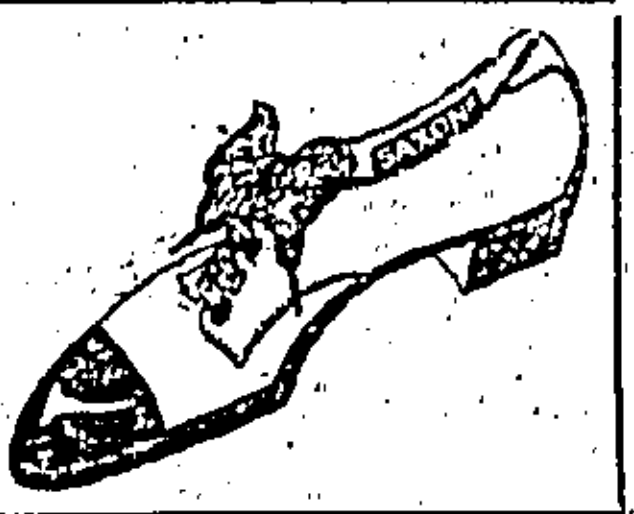
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ponderous style to his mother, 'How good, and dear he always was to me, and how much I have learned from him. And yet I am afraid it was all very blind and ill-considered and very selfish.' So heavy is Lydia that, in spite of her beauty, one doubts at times of her all-conquering attractiveness. There is also more than a touch of the Early Victorian about her, with all her modernity. 'She was a deal too clever to talk philosophy' brings one back to the days when women were supposed to hide hypocritically any gleams of intelligence they might possess, in case (awful thought!) man might not approve of so much erudition.

'Of a different type is Winnie Dymond, Miss May Sinclair's heroine in 'The Combined Maze'. She is a clerk, with a passion for gymnastics. At first one has hopes of Winnie. She seems to be a proud, self-respecting, independent character, but long before the book ends has definitely degenerated into a 'doormat'. The hero, Randall Ramsome, with whom Winnie has had 'an understanding', suddenly marries Violet, Winnie's chum, who possesses 'the biggest and darkest blue eyes he has ever seen'. Later on we find Winnie giving up a good situation for an inferior one, in order to be near the Ramsomes. Every day (although she has to work hard in an office all day) she goes to the Ramsomes' house, scrubs and cleans it, washes the baby, cooks the dinner, and acts as general servant and confidante, while Violet, who is 'as strong as a horse', lies, 'like a suburban dachshund', on a sofa, watching with a contemptuous smile the labors of the infatuated Winnie.

'But Winnie, the weak one, does not mind. She 'paid herself', Miss Sinclair tells us, 'in a thousand infinitesimal sensations every time she touched the things he had touched or that belonged to him.' Could fatuousness go further? One wants to hear no more of Winnie, but the sequel of her servility is interesting. Violet, her own rightful duties being usurped by an outsider, finds time hang so heavy on her hands that she elopes. Yet Miss Sinclair obviously holds up Winnie—who is an interfering little fool—for our admiration.

Having polished off the efforts at picturing an acceptable modern woman by two of England's leading fiction writers, our critic turns to two more. He couldn't even find 'comfort and consolation' in Mrs. Elinor Glyn.

Strindberg says somewhere that life consists in doing the same things over and over again. Reading modern novels consists largely in reading the same things over and over again. 'Listen to a description of one of Elinor Glyn's latest heroines: "She moved, with the undulating grace of a panther or a wild animal" (surely one has read something like that many, many times before), and yet when you looked at her face her eyes were splendidly and brightly liddled, as are Etruscan eyes sculptured in the cinerary urns.' This heroine ceased to interest me at this point, so I skipped some pages and alighted on another: 'A pale, slender woman, who was watching him with large, dark blue eyes from the sofa where she sat.' The gentle creature stroked his crisp, dark, wavy hair, and the tenderness of an angel came into her sad eyes.' Heroines like this may have 'magnetic eyes', but they have no power of holding one's interest.

As a drowning man clutches at a straw, I turned to Katherine Tynan. She is an Irishwoman. Surely she will provide a heroine with 'a sparkle' in her. Vain hope! Mrs. Pratt, of Paradise Farm, 'had a great natural placidity. Her brooding, ruminant air, when her mind was at rest, was not unlike that of the cows in the pasture.' Mrs. Pratt is also a doormat of the most virulent type. Her attitude toward her beautiful young lodger, Mrs. Gravelle, is Uriah Heepish in the extreme. Mrs. Pratt belongs to the days when people 'knew their proper stations.' My dear soul, says Mrs. Gravelle, looking at her with half-frightened compassion, 'you must not care for me like that.' 'You should have thought of that, my lady,' says the humble one 'before you won my poor heart.'

NEWS OF THE DAY.

Another blank plague return was issued to-day.

The German Mail of the 14th May was delivered in London on the 12th June.

The King's birthday was celebrated at Kuala Lumpur with a large muster of police on the parade.

Lieutenant B. Dyer will carry out the annual inspection of schools in garrison commencing on 18th instant.

Of the two lady medical officers to be obtained for service in the F.M.S. one is to be stationed at Kuala Kangsar.

A printed leaflet in English, entitled 'Liberty May 4, 1907, awake, arise, and stop not till the goal is reached,' has been proclaimed forth by the Government of Bengal.

At the Mori Court this morning, Commander Basil Taylor, R.F., J.P., fined six boat people who were prosecuted by P. C. Evans for moving their boat in a prohibited place during prohibited hours.

An Indian was observed to be smoking a cigarette in the public gallery at the back of the Police Court this morning. Mr. Hazland ordered him to be placed in the dock. After keeping the man until the morning case had been finished, the Magistrate severely admonished him for his conduct.

Presented by Mr. Holt, and supported by Mr. Arthur Jones, Sir William Byles, Mr. Chancellor, Mr. George Greenwood, and Mr. Radford, a Bill has been introduced in the House of Commons to the effect that 'after the passing of this Act no criminal proceedings shall be instituted in any court against any person for schism, heresy, blasphemy, blasphemous libel or atheism.'

'According to the *Rangoon Gazette*, in the House of Commons on April 6 Mr. Amery asked the First Lord of the Admiralty what arrangements were being made for the creation of adequate airship and water-plane bases at Gibraltar, Malta, Cyprus, Alexandria, Aden, Bombay, Singapore, Hongkong, Wei-hai-wei, Simon's Town, Jamaica, and Bermuda. Dr. Macnamara said that this question will be considered in due course.

SOCIAL AND PERSONAL.

Captain C. E. Evans, Royal Engineers, has been posted from Adjutant, Fortress Engineers, Territorial Force, Plymouth, to H.M. g. g. in relief of Major C. B. Harvey, R.E., who proceeds to Ceylon.

Mr. W. Meyrick Hewlett has assumed charge of the British Consulate at Tientsin until the arrival of Mr. R. Willis, the Consul at Mukden, who is expected at Tientsin in the middle of July.

Captain Betts, I. M. S., who was stabbed by his butler on May 19, at the European General Hospital, Bombay, is progressing favourably, although still in a serious condition. His assailant, who attempted suicide, is likely to recover.

The Synod of the Presbyterian Church of England, says the 'Straits Times' of 6th inst., has appointed the Rev. Patrick J. MacLagan, M.A., D. Ph. (nephew of the late Archbishop of York), to be Foreign Mission Secretary, but he has to remain one year longer at Swatow, owing to the absence of the staff there at present, and next year he succeeds the Rev. W. Dale, who was formerly Presbyterian minister of Singapore.

Dr. MacLagan comes of an old Edinburgh family renowned both in church and in medicine and it will be a source of pleasure to his many friends to learn he has been appointed to a substantive position under the E. P. Mission. The departure, announced recently in our columns, of the Rev. R. Scott, leaves the mission at Swatow decidedly short handed, hence the reason for Dr. MacLagan's prolongation in his present office.

MODERN REFRACTORY SERVANTS.

At the Magistrate's today before Mr. Hazland a house-boy was charged with absconding himself without leave from his European employer.

From the evidence it appeared that the boy absconded himself every night without permission, although he had been cautioned about it.

Defendant said he went out because he stopped at his home.

Mr. Hazland said he must not go home. What was the use of a servant who went home when he was wanted? Remarking that servants were getting quite unbearable nowadays, the Magistrate fined defendant \$10 or one month.

CHAMBERLAIN'S PAIN BALM.

A TOUCH of rheumatism, or a twinge of neuralgia, or aches and twinges in the limbs, or aches and twinges in the head, or aches and twinges in the back, or aches and twinges in the chest, or aches and twinges in the stomach, or aches and twinges in the bowels, or aches and twinges in the bladder, or aches and twinges in the uterus, or aches and twinges in the vagina, or aches and twinges in the rectum, or aches and twinges in the anus, or aches and twinges in the throat, or aches and twinges in the mouth, or aches and twinges in the tongue, or aches and twinges in the lips, or aches and twinges in the nose, or aches and twinges in the ears, or aches and twinges in the eyes, or aches and twinges in the skin, or aches and twinges in the hair, or aches and twinges in the nails, or aches and twinges in the feet, or aches and twinges in the hands, or aches and twinges in the arms, or aches and twinges in the legs, or aches and twinges in the body, or aches and twinges in the mind, or aches 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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

SERIOUS STATE OF AFFAIRS AT TETUAN.

SPANIARDS ATTACKED BY MOORS.

LONDON, June 13. Regular communications between Tetuan and Tangier have been cut. Single couriers have brought news of the situation at Tetuan, from which, it appears, that the town is encompassed by hostile tribes. The situation is serious. Moors disguised as women have been caught stabbing Spaniards within the town. Special guards are stationed at all Consulates.

SPANISH GUNBOAT ASHORE.

MANY KILLED AND WOUNDED.

LATER. The Spanish gunboat, "General Concha," with a crew of 58, stranded yesterday in a fog near Alucemas under a high cliff. They were under continuous fire of the Moors, and the salvage steamer was unable to approach.

The gunboat "Lauria" to-day drove off the assailants, and is now taking off the "General Concha's" killed and wounded, among the former being the Commander of the unfortunate vessel, which will be blown up.

MORE CASUALTIES.

Reuter's Madrid correspondent telegraphs that the Column sent to occupy a position in the vicinity of Tetuan was fiercely attacked and returned with the loss of 20 killed and 50 wounded.

FIGHTING FOR SIX HOURS.

Reports of the fighting in the neighbourhood of Tetuan, show that the tribesmen made a most aggressive fight for six hours for possession of Boucacia Bridge. The fight resulted in a victory for the Spaniards, but the exhausted troops withdrew under the protection of cavalry, leaving a battalion to hold the bridge.

THE STOCK EXCHANGE.

MORE FAVOURABLE CONDITIONS.

LONDON, June 13. Yesterday afternoon, the Stock Exchange made a favourable swing round in consequence of the improved Balkan situation. No big failure is now expected, but some small failures are probable. Liquidation will continue for some time but the public are buying at bargain prices.

THE FINANCE BILL.

SECOND READING PASSED.

LONDON, June 12. The House of Commons passed the second reading of the Finance Bill after defeating an amendment by Mr. Snowden, that the House declines to assent to the Bill which continued the taxation of the people's food instead of increasing the taxes on unearned incomes and large estates, by 255 votes to 38, the Unionists abstaining from voting. Mr. Asquith emphasised that he never subscribed to the policy of a free breakfast table. No doctrine was more fatal to democratic Government than the constant amelioration of the social conditions of the less favoured classes at the sole expense of the other classes.

THE DEVELOPMENT OF UGANDA.

LONDON, June 12. In the House of Lords, Lord Haldane raised the question of the congestion of the Uganda Railway.

Lord Emmott admitted that it was the Government's duty to relieve the congestion, but he rejoiced that the congestion was due to the remarkably rapid development of the country. There had been some delay in delivery, but engines and waggons were already ordered which would be sufficient for present requirements, and it was inadvisable to order more at the present high price. Eighteen new crossing stations, for which the money had been provided, would add enormously to the carrying capacity. He detailed other measures taken to meet the present and future expansion, but said he did not think they could rest content with that, and Mr. Haldane was giving the matter his earnest attention.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE NEWBURY CUP.

THE RESULT.

LONDON, June 13. The Newbury Cup race resulted as follows:—
Chili Second..... 1
Rivoli..... 2
Early Hope..... 3
Betting:—100 to 15 Chili Second; 4 to 1 Rivoli; 7 to 2 Early Hope. Eight ran, one length dividing first and second, five lengths second and third.

BOXING MATCH.

CARPENTIER ACCEPTS WELLS' CHALLENGE.

LONDON, June 13. Carpenter, the French pugilist, and Bombardier Wells have signed articles for a return match for £500 a side in November.

SHEKET PASHA'S ASSASSINATION.

LATEST DETAILS.

CONSTANTINOPLE, June 12. Sheket Pasha was accompanied by two aides-de-camp, one of whom was Lieut. Ibrahim, who was also killed. A footman was wounded. There were four assailants. They awaited the arrival of Sheket in an automobile standing on the roadside. The bodies were taken to the Ministry for War. Prince Said Halim has been appointed interim Grand Vizier. The other Ministers retain their portfolios.

GLOWING TRIBUTES IN MEMORY OF SHEKET.

A later telegram states that the Grand Vizier has been buried in the Mausoleum on the Hill of Liberty, with great military pomp. The Press pays glowing tributes to his services. There have been further arrests in connection with the assassination.

M.P.'S RESIGNATION.

LONDON, June 12. Captain E. Crawshaw-Williams, Liberal M.P. for Leicester, has written to his constituents that he has resigned his seat owing to a pending divorce suit in which he is concerned. He regrets that he is compelled to abandon all prospects of political usefulness.

DISPUTE IN THE SHIPYARDS.

A SECOND BALLOT.

LONDON, June 12. The employees in the shipyards have agreed to a second ballot on the masters' proposals.

ROMANIA'S ATTITUDE.

BUCHAREST, June 12. It is semi-officially stated that Rumania will not allow the political equilibrium of Eastern Europe to be disturbed and will energetically intervene at the proper moment if necessary with force of arms. The Government has decided to mobilise for self-defence on the outbreak of a conflict.

ARBITRATION AGREED UPON.

LATER. A St. Petersburg telegram says that Bulgaria and Serbia have agreed to accept the arbitration of Russia.

THE MARCONI SHARE TRANSACTIONS.

LORD MURRAY'S POSITION.

LONDON, June 12. Lord Murray has cabled the Marconi Committee confirming his brother's explanation, adding—"Outside the dealings already known, I have never had any interest in Marconi's shares whatever." He offered to return immediately, if desired.

The Committee replied—"The special report on the charges against Ministers is already complete. If you return before the final report, the Committee will hear your evidence."

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH AIRSHIP MISHAP.

LONDON, June 13.

The new French-made Navy Airship, while on her trip to Farnborough, had the mishap to have a great leakage of gas, causing the envelope to buckle. The pilot on descending just missed colliding with the aeroplane sheds.

OBITUARY.

BARON STAFFORD.

LONDON, June 13.

The death is announced of Baron Stafford, the octogenarian.

LORD LEVAN.

Lord Levan has succumbed to an "trepanning" operation, necessitated as the result of an accident while hunting.

AUSTRALIAN POLITICS.

MR. MCGOWAN RESIGNS.

LONDON, June 13.

Mr. McGowan has resigned the Leadership of the Labour Party in favour of Mr. Holman. Mr. McGowan also resigns the Premiership of New South Wales, at the end of the month.

FRENCH SOLDIERS SENTENCED.

SEQUEL TO THE DEMONSTRATIONS.

LONDON, June 13.

A telegram from Bourges states that a number of soldiers have been sentenced to terms of imprisonment, ranging from three months to one year, for demonstrating against the three years' service system.

RUSSIA AND THE BALKAN STATES.

St. Petersburg, June 12.

The Tsar has sent an identical telegram to the Kings of Bulgaria and Serbia gravely warning them of the consequences of war. He regrets that the decision to hold a conference of the Premiers of the Allied States at Salonika and afterwards at St. Petersburg has not yet been put into execution and that the Balkan States are apparently preparing for a fratricidal war which may dim the glory they earned in common. He adds "I appeal directly to your majesty, as it is my right and duty to ask you to adhere to your obligations to turn to Russia for settlement of the present difference between Bulgaria and Serbia. Regarding the functions of arbitrator not as my prerogative but as my painful duty, I feel it incumbent upon me to warn you that war between the Allies cannot leave me indifferent. I wish to make it known that the State beginning war will be responsible to the Slav cause, and I reserve full liberty as regards Russia's attitude in such a criminal struggle."

SERBIA'S IMPORTANT PROPOSAL.

A telegram from Belgrade states that Serbia has sent a Note proposing to Bulgaria that they mutually reduce their forces on the frontier by one-fourth.

HOME CRICKET.

LONDON, June 12.

The match between Lancashire and Gloucestershire at Bristol was drawn.

AN ULSTER CAMPAIGN.

"AGAIN THE GOVERNMENT."

LONDON, June 12.

A party of Irish Unionists in the House of Commons, headed by Sir Edward Carson, were given a rousing send-off on their journey to Glasgow, where they are to inaugurate a big campaign in the British provincial counties, appealing to the electors that Ulster shall remain an integral part of the United Kingdom.

Deputations greeted the party at Rugby, Craw, and Carlisle.

THE RIFLE SCARE.

ANOTHER CONSIGNMENT.

LONDON, June 12.

The Irish Authorities have been notified of a consignment of rifles and bayonets from Newcastle which the police are watching.

OFFICERS' PAY.

Captain and Majors.

Luck in Promotion.

(By Military Correspondent of the "Daily Telegraph.")

The immediate and pressing problem which confronts the War Office is to reform the conditions of service of the lieutenants, and the conditions under which their commissions are given.

At present officers of this rank, including the second lieutenants about to be promoted with them, can hardly look upon themselves as definitely embarked on any career at all. A chapter of accidents hovers their advancement even to the next grade, though they are doing capital work on the present meagre rate of remuneration, that is, commanding a company half their time. In the event of war lieutenants will be scarce. They will be exceedingly difficult to replace. The Territorial Force offers much greater inducements for temporary engagements. Moreover, lieutenants cannot be satisfactorily trained under two years at least. But if the profession of arms is to recover its ancient popularity with the gentlemen who are, and of right should be, entitled to bear arms, it is not only by the record of their families in the service of the community, but by personal aptitude and courage—the status and pay of captains and majors must likewise receive attention and redress.

The majority of men who mean to shoulder the duties of life wish to marry about their 30th year. By that age an officer should be promoted captain, and £200 a year is not too high a salary in return for what is exacted of this rank in professional acquirement; £270 a year should certainly be the minimum wage of the rank. It is little enough for a man to marry on in the position of regimental officer, for when he marries the officer has to find a home for himself, instead of living in barracks. Owing to the careless and capricious manner in which regiments are placed under orders to move—orders which are often cancelled or changed—the married officer not seldom finds himself with two or more houses on his hands at a time. The frequent moves of his household, always at his own expense, and the sale, often at serious loss, of his horses and furniture, if in India, lets him in for ruinous expense. The problem of dodging the expensive vicissitudes of moving a wife and family about the globe is even more serious for the married officer of from ten to twenty years' service, and often more complicated and dangerous to his career in the Army than his early years in a mess, with insufficient private allowance.

THE ELEMENT OF CHANCE.

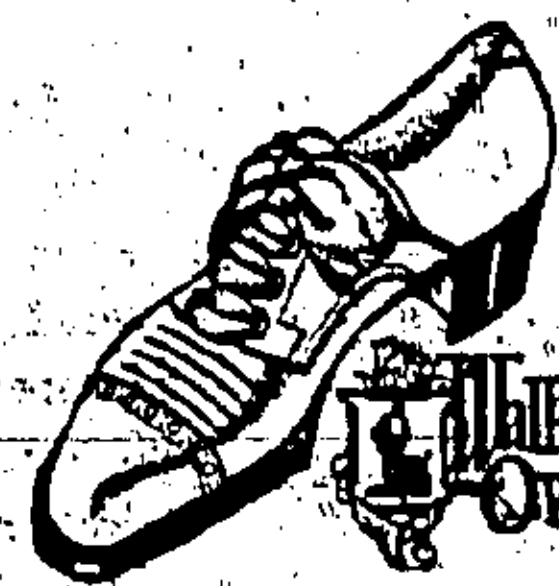
As an instance of the senseless nature of the existing regulations, and of the indulgence and neglect to keep the rules of the Service up to date, may be cited the table of pay of regimental officers, to be found on page 274 of Whitaker's Almanack. It will be seen that a captain of Household Cavalry receives 13s. 6d. a day, but in line cavalry only 12s. and in infantry 11s. 7d. Why "seven" pence? And why the extra 8d. for a captain of Lifeguards, who has at least a thousand a year of his own? A major of Horse Artillery gets 13s. 6d., a major of field artillery 12s., a major of line infantry only 12s. 7d. Most collectors, and many taxi-cab drivers can do better than a major of the line, without endangering their lives to the same extent, and without the more imminent risk of being heartlessly and unjustly turned adrift after many years' faithful service should they happen to displease their immediate superior, and should the War Office at the time happen to want a "flow of promotion."

Of course, it happens that some captains, and even some majors, are of little use as military leaders. In ninety-nine out of 100 cases these officers never were of any use, and should never have been commissioned. Once commissioned, it is obviously unfair to bar their access to a decent minimum rate of pay and pension, but it is urgently required that greater care should be taken in granting lieutenant commissions, and in their subsequent education. At present this education largely depends upon luck.

A young officer may get a very thorough tactical training by serving with a regiment at Aldershot, Rawal Pindi, or the Curragh for several years, or he may join at Gibraltar or Aden, where field training is of necessity curtailed almost to nothing. Then he may go to be an aide-de-camp to a lieutenant-governor till he is a senior subaltern or captain. Then, if he stands well with his colonel, he may go to the Staff College for two years, having had a year's leave to prepare for it. After passing the Staff College the further progress of an officer with some private fortune and friends at headquarters is comparatively easy. It is instructive to study the career of the senior officers employed in the chief administrative posts both at the War Office and in the different commands. The instruction and command of troops have had a very small share in the record of many of them, so that naturally they have but little care of the interests of the company commanders. The latter serve on in many regiments for 11s. 7d. a day until they retire from disgust as soon as they can afford to do so, or as soon as they can find civilian employment.

COMPARISON WITH PURCHASE SYSTEM. Mr. Gladstone's Government abolished the purchase of commissions and promotions just after the Franco-German War, which convinced that great mass of the need for Army reform. Unfortunately, "Army reform" in our country is carried out more with an eye to electoral success than to the future of the profes-

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At any rate, lack of care and foresight generally ruins the schemes of the reformers. In theory the purchased system was indefensible. It was right to abolish it, but the essential corollary of the abolition was to replace it by very careful rules to ensure a uniformity of just treatment to all officers, without refusing some special promotion to exceptional talent. Unquestionably the Duke of Cambridge, by his personal authority, did much to achieve this just purpose while he was Commander-in-Chief, but the new system has proved in some respects even worse than purchase. Money has continued to play a very important part in securing promotion of all sorts, and especially in obtaining opportunities to accompany the various Colonial expeditions, upon which the fortunes and reputations of the generals and principal staff officers at the end of the last century were founded. But the new system killed the mitigating rules of purchase, for under the purchased system post-officers were usually able to obtain at least one advantageous exchange with a considerable bonus in cash. They could live in India on their pay, and this money enabled them to purchase promotion when their turn came, and although the system was vicious, it, in fact, produced many more capable leaders in the field than have risen to high rank in the same period of time since its abolition.

The existing difficulty in obtaining recruits for the ranks is largely due to the mean and even fraudulent manner in which the enlisted men have been treated in former years. Even to-day a recruit often finds himself committed to serving in a different regiment and country from that for which he intended to engage himself. The very things which hindered his employment when transferred from the regiment to the reserve and when the soldier has to begin to earn in his living, is ever the greatest stumbling-block in getting enough recruits. If young men were assured of employment at a fair rate of wages on leaving the colours, a much larger supply of recruits would be assured.

The same causes are at work equally steadily in restricting the supply of suitable officers. If young men of the required class know that their pay engulfs them, at any rate, to live in their regiments, and if on promotion to the rank of captain they know that they could marry and maintain a modest but decent household, without constant domestic trouble and financial embarrassment the supply of the right class of Army officer would be assured.

The certainty of a modest livelihood in the regiment, not the year to chance of a comparatively well-paid career in Staff offices, should be the incentive held out to serve the King. It would be found more efficacious than multiplying Staff appointments of doubtful utility, which are invariably filled by the same process of selection.

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"	8 doz. Pints	\$26.00
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SHANGHAI, MOJI, KOBÉ & YOKOHAMA	SARDINIA	1 p.m. (14th June)	Freight and Passengers
SHANGHAI	DEVANHA	About 10th June	Freight and Passengers
LONDON, via Suez, Port Said, and Alexandria	ARCADIA	Noon, 21st June	Freight and Passengers
LONDON & ANTWERP, via Suez, Port Said, and Alexandria	NUBIA	About 25th June	Freight and Passengers

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SHIPPING

THE BIG 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA

17,000 tons, twin screws. 17,000 tons, twin screws. 18,000 tons, twin screws. 18,000 tons, twin screws.

Also 10,000 tons, China, 10,000 tons, and 10,000 tons, twin screws.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine Games, Amusements, Wireless, Submarine Signal Service and Bilge Keels.

THE COST is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £125, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for all to London (return ticket £200) and to San Francisco £25. SPECIAL RATES to Europe, Africa, India, China, or to any port, on application.

STEAMERS:

PERSIA 9,000 Tons. Starting TUESDAY, 1st July, at 3 p.m.

KOREA 18,000 " " FRIDAY, 4th July, at 1 p.m.

SIBERIA 18,000 " " SATURDAY, 19th July, at 1 p.m.

CHINA 10,000 " " TUESDAY, 29th July, at 3 p.m.

MANCHURIA 27,000 " " TUESDAY, 2nd Aug., at 1 p.m.

NILE 11,000 " " TUESDAY, 19th Aug., at 3 p.m.

MONGOLIA 27,000 " " TUESDAY, 26th Aug., at 1 p.m.

Intermediate Steamers.

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG. Arrive. Leave. FROM MANILA. Due.

July 1 PERSIA July 3 July 19 CHINA July 21

July 8 KOREA July 10 July 27 MANCHURIA July 29

LET US PLAN AN ITINERARY FOR YOU.

Xing's Building (opposite Blake Pier). Telephone No. 141.

Panama-Pacific International Exposition—San Francisco—1915.

O. H. RITTER, Acting Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers.

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 22,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.

Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer. Captain. Date of Sailing.

Nippon Maru.....A. G. STEVENSON.....Tuesday, 17th June, at Noon.

TENYO MARU.....E. BENT.....SATURDAY, 21st JUNE, at Noon.

SHINYO MARU.....W. O. T. FRANKS.....SATURDAY, 19th JULY, at Noon.

CHIYO MARU.....W. W. GREENE.....THURSDAY, 7th AUG., at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Manila, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, the 17th June, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO, and the TEEUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:-

BUYO MARU, HONGKONG MARU & HIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, LITIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer. Tons. Date of Sailing.

Kiyo Maru.....17,200.....Tuesday, 5th Aug., at Noon.

BUYO MARU.....10,600.....SATURDAY, 4th OCTOBER, at Noon.

HIYO MARU.....18,500.....WEDNESDAY, 3rd DEC., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent.

KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS. ARRIVE HONGKONG FROM AUSTRALIA. LEAVE HONGKONG FOR AUSTRALIA.

ST. ALBANS.....June 27.....June 21st, at Noon.

EASTERN.....July 27.....July 19th, at Noon.

EMPIRE.....July 25.....August 16th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodations for First-Class Passengers. Electric Lights. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

HAITAN.....Capt. J. S. Bosch.....TUESDAY, 17th June, at 11 A.M.

HAIFANG.....Capt. A. E. Hodgins.....FRIDAY, 20th June, at 11 A.M.

HAICHING.....Capt. W. O. Passmore.....TUESDAY, 24th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 8 Days).

HAIMUN.....Capt. J. W. Evans.....SUNDAY, 16th June, at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

HONGHAI & HAIPHONG.....SUNGLANG.....June 14, at 10 a.m.

SWATOW & AMOY.....WANCHOW.....June 14, at 4 p.m.

SHANGHAI.....CHENAN.....June 14, Midnight.

AMOY, WEIHAIWEI & TIENSIN.....HUICHOW.....June 17, Daylight.

MANILA, CEBU & ILOILO.....TANING.....June 17, at 4 p.m.

SHANGHAI.....LECHOW.....June 19, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

MANILA LINE. Twin Screw Steamers 'Chiohua', 'Taming', & 'Tea'.

Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tea'.

SHANGHAI LINE. The Twin Steamers 'Anhui', 'Chenan', 'Linan', and the S.S. 'Tachow', having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 32.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

KOBÉ.....PAUSANG.....SATURDAY, June 14, Daylight.

SHANGHAI, KOBÉ and FUKUSANG.....SATURDAY, June 14, at Noon.

MANILA.....YUENSANG.....SATURDAY, June 14, at 2 p.m.

TIENSIN via SWATOW, TSINGTAU & CHEEHO.....CHIPSING.....SUNDAY, June 15, Daylight.

SINGAPORE, PENANG & KUTSAI.....TUESDAY, June 17, at 2 p.m.

MANILA.....LOONGSANG.....SATURDAY, June 21, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kungang, Namang & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Lokang and Kwangang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Koda, Lahad Dagu, Singapore, Swatow, Usuan, Josselin and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

EASTWARD

The S.S. ITOLA, 5267 tons gross, Capt. W. W. Tucker, will be despatched for YOKOHAMA, KOBÉ & MOJI on the 14th June, at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

For STEAMERS. Date of Departure.

LONDON & ANTWERP.....FLINTSHIRE.....about 16th July.

LONDON, HULL, LEITH AND ROTTERDAM.....MONMOUTHSHIRE.....about 3rd August.

NEW TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER AND SEATTLE.....HARPAGUS.....about 19th June.

VANCOUVER, SEATTLE, TACOMA & PORTLAND.....VESTALIA.....about 30th June.

VANCOUVER, SEATTLE, TACOMA & PORTLAND.....DEN OF RUTHVEN.....about 27th July.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, February 15, 1913.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JELUNGA, 5,200 tons, Capt. Sullivan, will be despatched for MIKE, KOBÉ & MOJI on 20th June.

S.S. A. AFGAN, 4,400 tons, Captain Walker, will be despatched for KOBÉ & MOJI on 4th July.

WESTWARD.

S.S. G. APGAR, 4,600 tons

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 1 day later)	Due Plymouth (London 1 day later)
Steamer	June 2	Steamer	Sunday	Saturday
ARADIA	June 2	MARMORA	July 20	July 20
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASAYE	Aug. 2	MALDA	Aug. 31	Sept. 6
DELTA	Aug. 15	MONGOLIA	Sept. 14	Sept. 20
ARADIA	Aug. 30	MALDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
CHINA	Sept. 27	MOLTA	Oct. 25	Oct. 31
ASAYE	Oct. 11	MOREA	Nov. 8	Nov. 14
DELTA	Oct. 25	MARORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passenger change Steamers at COLOMBO, and these for BRINDISI transfer also to the Express Mail Steamer at FORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE, £104.14 RETURN.

2nd IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NOT-TRANSFERRED) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due Marseilles	Due London
about	about	about	about
NUBIA	June 25	July 31	August 10
SUNDIA	July 9	August 15	August 24
ARDINTA	July 23	August 29	Sept. 7
SILIA	August 6	Sept. 12	Sept. 21
NANUB	August 20	Sept. 25	October 3
NANKIN	September 3	Oct. 9	October 18
NYANZA	September 17	Oct. 24	November 2
NORE	October 1	Nov. 5	November 15
NILE	October 15	Nov. 19	November 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

1st SALOON £50.10 SINGLE, £82.10 RETURN.

2nd £26.10, £57.4.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further particulars apply to

E. A. HEWETT, Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA, ATLANTIQUE, Lidin. 18th June, about 7 a.m.

For MARSEILLES, via Ports... PAUL LECAT, Valat. 17th June, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CANTON, BOMBAY and AUSTRALIA, at Port Said for the LANT, COAST GUARDIAN and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 30 hours sailing from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft, 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

2. MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK, via SHANGHAI, HONGKONG & JAPAN to VANCOUVER (B.C.) and PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Ports, Japan, Ceylon, Mauritius, India, and other Mediterranean, East India, Black Sea and Baltic Ports, and North and South American Ports.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 30 hours sailing from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP Co.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

2. MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK, via SHANGHAI, HONGKONG & JAPAN to VANCOUVER (B.C.) and PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Ports, Japan, Ceylon, Mauritius, India, and other Mediterranean, East India, Black Sea and Baltic Ports, and North and South American Ports.

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For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.O., SEATTLE and TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS. If sufficient indentment offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed SAILINGS. From HONGKONG. Connecting with From COLOMBO. 'KATANGA' 10th July.

For Rates and further information, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS. If sufficient indentment offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed SAILINGS. S.S. 'DUNERO' 21st June.

And regularly thereafter.

For Rates of Freight or Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

447

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

he only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOAGO.

SHIPPING

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.O., SEATTLE and TACOMA.

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Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

he only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers

'PANAMA MARU' Captain J. Kano, Wed. 25th June at 1 p.m.

'SEATTLE MARU' Captain T. Saito, Thursday, 10th July at 1 p.m.

'MEXICO MARU' Captain N. Kobayashi, Wed. 23rd July at 1 p.m.

'CHICAGO MARU' Captain S. Nemoto, Thursday, 7th Aug. at 1 p.m.

'CANADA MARU' Captain K. Kuroki, Wed. 20th Aug. at 1 p.m.

'TACOMA MARU' Captain T. Hamada, Thurs. 4th Sept. at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

Steamer

'SAIGON MARU' Captain T. Yamaguchi, Thursday, 25th June, at 4 p.m.

'INDO MARU' Captain M. Nemoto, Wednesday, 30th July, at 4 p.m.

'LUZON MARU' Captain H. Yamamoto, Tuesday, 26th Aug., at 4 p.m.

For MOJI, KOBE & YOKKAICHI.

'INDO MARU' Captain M. Nemoto, Sunday, 22nd June, at 4 p.m.

'LUZON MARU' Captain H. Yamamoto, Friday, 18th July, at 4 p.m.

'SAIGON MARU' Captain T. Yamaguchi, Friday, 25th Aug., at 4 p.m.

CHINA AND FORMOSA LINE.

For KOOSHOW via SWATOW AND AMOY.

Steamer

'KAIYO MARU' Captain Y. Yamamoto, Wednesday, 18th June, at 2 p.m.

For TAMSUI via SWATOW & AMOY.

Steamer

'DAIGI MARU' Captain Y. Sankawa, Sunday, 16th June, at Noon.

'DAIJIN MARU' Captain M. Nagano, Sunday, 22nd June, at Noon.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer

'SOSEU MARU' Captain K. Tashira, Wednesday, 25th June, at 10 a.m.

For CANTON.

Steamer

'SOSEU MARU' Captain K. Tashira, Friday, 20th June.

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fire.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office; Praya Central).

For further information, apply

Z. KANIYA, Manager, Second Floor No. 1, Queen's Building.

AMERICAN & ASIATIC S.S. CO.

FOR KOBE DIRECT.

THE Steamship

'INDRASAMHA' Captain J. P. Jones, will be despatched for the above port on or about 16th June, 1913, at 4 p.m.

For Freight or Passage apply to SHEWAN, TOMES & CO., General Agents, Hongkong, June 13, 1913.

INDRA LINE, LIMITED.

FOR BOSTON & NEW YORK.

THE Steamship

'INDRAKUALA' Captain A. H. Smith, will be despatched for the above port on or about 16th June, 1913, at 4 p.m.

For Freight or Passage apply to JARDINE, MATHESON & CO., Ltd., Agents, Hongkong, June 10, 1913.

NOTES ON WILD IN LIFE.

HONGKONG AND SOUTH CHINA.

By the Rev. J. A. BUNBURY, M.A.

To be had at the 'CHINA MAIL' Office.

Part I Revised Price 75 Cents.

50

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said, S.F. AFRICA. 8340 tons, will leave as above on 19th June, at 5 p.m.

Superior accommodation for 1st, 2nd and 3rd Class passengers, no extra charge for inside cabins. Doctor, Stewards, Cabin, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £30, 2nd £23, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Calcutta), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.F. GISELA, (for cargo only) will leave as above about 1st July.

Three Steamers, of large tonnage are fitted with comfortable one class accommodation for Saloon passengers. (No extra charge for inside cabins). Doctor, Stewards, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

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NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, ALGIERS, SOHAR, HORST.

SHANGHAI, TIENTSIN, PRINZ EITEL FRIEDRICH, Capt. C. Mondt, (16,000) About WEDNESDAY, 25th June, at 10 a.m.

KOBE & YOKOHAMA, Capt. L. Klingst, (16,000) About WEDNESDAY, 25th June, at 10 a.m.

MANILA, YAP, MARON, PRINZ WALDEMAR, Capt. H. Bremer, (8,100) at 9 a.m.

SAMARANG, NEWGUINEA, Capt. H. Bremer, (8,100) at 9 a.m.

BRISBANE, SYDNEY, MELBOURNE, Capt. H. Bremer, (8,100) at 9 a.m.

KOBE & YOKOHAMA, Capt. L. Klingst, (16,000) About WEDNESDAY, 25th June, at 10 a.m.

KUDAT and SANDAKAN, Capt. F. Sembill, (16,000) About WEDNESDAY, 25th June, at 10 a.m.

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Australia Ports, &c. St. Albans, Gibb Livingston & Co., June 21, at noon

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To-day's Advertisements

LIST OF UNCLAIMED TELEGRAMS

LYING IN THE GREAT NORTHERN TELEGRAPH COMPANY'S OFFICE AT HONGKONG.

Address Station from
Chengshan Shanghai
Ducides Kikiang
Esapre Koba
Magchin Shang Jipshing
17 Tungchow Chung Peking
Shunghuan Koyokama
Tongching Koba
Walker Passenger Prinz Ludwig Amoy
8246 Shanghai
J. O. GOUCH, Acting Superintendent.
Hongkong Station, June 13, 1913. 743

LIST OF UNCLAIMED TELEGRAMS

LYING IN THE EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH COMPANY'S OFFICE AT HONGKONG.

Address Station from
Fuksham Makia Caro Makia Thursday
Island Island
Guansong Yaumatie Singapore
Harvestor Harvestor
Isa Oy Manila
Kwonghooing Tilaipap
Kwonghooing Darwin
Kwonghooing Koyokama
Lauvuncho Shanghai
Lukhinda Gokadaka Dopa
Beard Steamer Koyokama Bumbley
Macbin Passenger Goeben Shanghai
Maubingchen Focchow
Nandoo Baguio
Oscario Baguio
Parde de Tavera Minnema Manila
Richard T. Robinson Manila
Racinevia Racinevia
Robert Paul Singapore
Solway Manchester
Toller Minnesota Singapore
Tyekee Bonham Street Singapore
Yestuckship Singapore
J. M. BECK, Superintendent.
Hongkong, June 13, 1913. 744

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

FOR MANILA, YAP, MARONN, FRIEDRICH WILHELMSHAFFEN, RABAU, SAMARAI, BRISBANE AND SYDNEY.

THE Steamship PRINZ WALDEMAR, Captain H. BERNER, (now loading) will leave for the above places TO-MORROW (SATURDAY), the 14th inst., at 9 a.m.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MEIHOERS & CO., General Agents, Hongkong, June 13, 1913. 746

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Loango, having arrived from the above Ports, is now loading for the above places TO-MORROW (SATURDAY), the 14th inst., at 9 a.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, June 13, 1913. 745

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

June 13, 1913—A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Victoria	7 a.m.	29.82	82	100	SE	2	1
Nemuro	6 a.m.	29.78	82	100	SE	2	1
Hakodate	6 a.m.	29.78	82	100	SE	2	1
Kochi	6 a.m.	29.78	82	100	SE	2	1
Nagasaki	6 a.m.	29.78	82	100	SE	2	1
Osaka	6 a.m.	29.78	82	100	SE	2	1
Kobe	6 a.m.	29.78	82	100	SE	2	1
Yokohama	6 a.m.	29.78	82	100	SE	2	1
Shanghai	6 a.m.	29.78	82	100	SE	2	1
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